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HISTORY OF

U.S. NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA

COMMAND:

U.S. Naval Air Station Sunnyvale,
California recommissioned on
16 April 1942.

U.S. Naval Air Station Sunnyvale,
California officially designated as
U.S. Naval Air Station Moffett Field,
California on 20 April 1942.

COMMANDING OFFICERS:

Commander Donald M. MACKEY, USN
(16 April 1942 - 18 June 1944)

Commander T. M. WHELAN, USN
(18 June 1944 - 1 July 1944)

Captain George F. WATSON, USN
(1 July 1944 -)

The Airship Training Program carried out at the U. S. Naval
Air Station Moffett Field, California is described in detail
in the History of the Naval Airship Training and Experimental
Command, Code No. 4-NATEC.

HISTORY OF
U.S. NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA

HISTORY:

COMMAND

COMMANDING OFFICERS

CHRONOLOGY:

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U.S. NAVAL AIR STATION, MOFFETT FIELD

CHRONOLOGY

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30 July 1931	Site for NAS Sunnyvale purchased for \$476,065.90. Original area 1,000 acres. Chambers of Commerce of San Francisco Bay Area raised funds for purchase.
3 August 1931	Deed to Sunnyvale site officially delivered to Navy at San Francisco Chamber of Commerce.
5 October 1931	Construction of NAS Sunnyvale begun.
12 April 1933	Naval Air Station, Moffett Field, initially commissioned as U. S. Naval Air Station, Sunnyvale, Mountain View, California.
16 October 1933	Rigid airship USS MACON arrived for first time at NAS Sunnyvale.
12 February 1935	USS MACON went down off Point Sur, two lost.
29 July 1935	HTA Squadrons VB-2, VF-6, VT-2, and VS-2 from USS SARATOGA assigned to Moffett Field for shore based training.
25 October 1935	Control of Moffett Field was assigned to War Department.
21 December 1941	Preparation of TC-14 for shipment from NAS Lakehurst to Pacific Coast (Moffett Field) begun. Work suspended after partial dismantling of ship pending action by Chief of Naval Operations.
29 December 1941	Authority for formation of Airship Squadron THIRTY-TWO signed by Chief of Naval Operations. Work on dismantling of TC-14, a blimp formerly in Army service, was resumed at Lakehurst. Steps also taken to prepare TC-13 for shipment to Moffett Field.
7 January 1942	Commander George F. WATSON, USN (then a Lieut. Comdr.) departed from Lakehurst for Moffett Field to become prospective Commanding Officer of Airship Patrol Squadron 32 which would operate from there.
12 January 1942	Eleven railroad cars were loaded with the dismantled TC-13 and TC-14 and other equipment and departed Lakehurst for Moffett Field.

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24 January 1942 Dismantled TC-13 and TC-14 arrived at Moffett Field.

25 January 1942 Erection and reassembly of TC-14 was begun in No. 1 Dock at Moffett Field.

31 January 1942 Airship Squadron 32 was placed in commission at Moffett Field.

1 February 1942 Reassembled TC-14 took to the air on her first flight test after having been reassembled and put in flying condition in six working days by a small group of officers and thirty-six men.

2 February 1942 TC-14 made initial indoctrination flight with officers attached to Squadron THIRTY-TWO for purpose of familiarizing personnel with flying conditions and topography in Moffett Field Area.

4 February 1942 First patrol flight of World War II on Pacific Coast made by TC-14--Lieut. J. B. RIEKER in command -- out of Moffett Field. Airship made flight as unit of Squadron THIRTY-TWO.

7 February 1942 Assembly of TC-13 completed and ship took to the air for initial test flight.

9 February 1942 TC-13 assigned to its first patrol mission bringing strength of airship Squadron 32 to two airships.

28 February 1942 Non-rigid airship L-6, formerly operated by Goodyear Tire and Rubber Company, was accepted by the Navy for Squadron 32 at Moffett Field.

5 March 1942 Non-rigid airship L-8, formerly in commercial service of Goodyear Company, accepted by Squadron 32 at Moffett Field.

10 March 1942 Non-rigid airship L-4, formerly operated by Goodyear, accepted by Squadron 32 at Moffett Field.

19 March 1942 Major W. S. GASPAR, USMC, reported to Moffett to command Marine Guard.

23 March 1942 Marine detachment reported to Moffett Field to make preparations to take over interior guard duty in anticipation of transfer of station to United States Navy.

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15 April 1942 Commander Donald M. MACKAY, USN, signed receipt for all buildings, grounds, and services of Moffett Field and custody and control was transferred to the U.S. Navy by Colonel John K. NISSLEY, Air Corps., U.S. Army at 2000.

16 April 1942 Moffett Field was recommissioned as a Naval Air Station. Colonel John K. NISSLEY, U.S. Army Air Corps, retired the field as an Army holding and Commander Donald M. MACKAY, USN, took command.

20 April 1942 NAS Sunnyvale, officially designated U.S. Naval Air Station, Moffett Field, California, by authority SecNav ltr Opl3C-jc, Serial No. 98313 SO-268, dated 13 April 1942.

26 April 1942 First fatality in LTA operations at Moffett Field brought death to a member of landing party when he fell from a handling line to the mat.

4 May 1942 Non-rigid airship L-4 was dismantled for shipment to Lakehurst.

7 May 1942 Non-rigid airship L-5 test flown and accepted by Squadron 32 at Moffett Field.

22 May 1942 Last of Army training planes attached to Moffett Field while it was an Army Base departed for Chico, California.

14 June 1942 Non-rigid airship L-5 having been deflated and packed was shipped by freight car to Lakehurst. L-4 also shipped to Lakehurst on this date.

17 June 1942 Non-rigid L-6 was deflated and packed for shipment to Lakehurst departing this date.

25 June 1942 120 men, first of personnel for mobile unit Lion One, came aboard.

2 July 1942 Men of mobile unit Cub One began arriving at NAS Moffett for training and further assignments.

9 July 1942 BuAer authorized A&R at NAS Moffett Field to build L-type airship car and control surfaces.

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20 July 1942 Cub One detail was detached from Moffett Field.

21 August 1942 Chief of Naval Personnel established airship training program to begin at NAS Moffett Field on 1 October 1942.

22 August 1942 First construction work started on No. 2 Dock at Moffett Field.

17 September 1942 BuDocks authorized beginning construction of No. 2 Dock at NAS Moffett Field.

24 September 1942 Lieut. Comdr. J. A. BOETTNER, USNR, reported for duty with Lieut. George D. ANDERSON, USNR, in connection with establishment of an LTA training station at Moffett Field.

1 October 1942 Airship Patrol Group THREE was commissioned at NAS Moffett Field with Captain Scott E. PECK, USN, commanding.

7 October 1942 First aviation cadets received for training came aboard for primary flight training.

11 & 12 October 1942 Classroom instruction in lighter-than-air enlisted school was begun and first group of aviation cadets began to receive ground school instruction.

31 October 1942 Naval patrol airship K-20 arrived at Moffett Field and was accepted by Squadron 32 becoming the first of new type patrol airship received for service on West Coast.

3 November 1942 Grading and filling was begun on site for erection of Hangars No. 2 and No. 3.

5 November 1942 Airship TC-13 was transferred to NAS Moffett Field by Squadron 32 after ship had completed 153 flights for a total of 1514.3 hours.

QLTA (Enlisted) Class 2-43 enrolled at NAS Moffett Field.

6 November 1942 Cub Unit No. 3 was commissioned at NAS Moffett Field this date.

7 November 1942 Commander Benjamin MAY II, USN, reported for duty as Executive Officer at NAS Moffett Field.

8 November 1942 Navy patrol airship K-21, second patrol ship of this type received by Squadron 32, was accepted.

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10 November 1942 Construction began on Administration Building Annex, located east of Administration Building.

11 November 1942 Non-rigid airship L-8 was transferred to Naval Air Station, Moffett Field, after having concluded 360 flights for Squadron 32 for a total of 1607.2 hours.

Director of Planning advised that every fourth K-ship would be sent to Moffett Field for assembly and assignment to West Coast squadrons.

20 November 1942 Patrol airship K-22 arrived at Moffett Field after 15 flights out of Santa Ana and became the third airship of the K-type with patrol Squadron 32.

30 November 1942 Erection of K-type Patrol Airship No. 23, first to be assembled at Moffett Field, was begun.

1 December 1942 Fleet Airship Wing THIRTY-ONE was commissioned with headquarters at NAS, Moffett Field. Wing Commander was Captain Scott E. PECK, USN.

3 December 1942 QLTA (Enlisted) Class 3-43 enrolled at NAS Moffett Field.

12 December 1942 Airship K-23 made initial test flight at NAS Moffett Field.

15 December 1942 Admiral Ernest J. KING, USN, Commander-in-Chief United States Fleet and Chief of Naval Operations visited NAS Moffett Field.

16 December 1942 Non-rigid airship TC-14 was transferred to Naval Air Station, Moffett Field following 201 flights for a total of 1543.3 hours with Airship Squadron 32. TC-14 was last ship not specifically designed for patrol work which was used by Airship Squadron THIRTY-TWO.

19 December 1942 First QLTA (Enlisted) Class graduated at NAS Moffett Field.

31 December 1942 Patrol airship K-25 delivered to Navy by contractor at NAS Moffett Field.

4 January 1943 QLTA (Enlisted) Class 4-43 enrolled at NAS Moffett Field.

12 January 1943 Contractor delivered K-27 to Navy at Moffett Field.

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12 January 1943 QLTA Class 2-43 graduated.

16 January 1943 Lieut. Harold S. BOGAN, USN, put in charge QLTA (Enlisted) School at NAS Moffett Field.

21 January 1943 Skylight falling from top of Dock No. 1, as a result of being loosened by storm, fell through the envelope of patrol ship K-22 cutting envelope and catenary curtain and requiring deflation of the airship for repairs.

26 January 1943 Rear Admiral Charles A. POWNALL, USN, visited Moffett Field by plane from San Diego.

28 January 1943 Contractor delivered patrol airship K-29 to Navy at NAS Moffett Field.

29 January 1943 On authority of BuDocks, Officer-in-Charge of construction at NAS Moffett was directed to proceed on construction of Hangar No. 3

1 February 1943 Administration Building Annex was completed and occupancy begun on this date.

2 February 1943 Construction of No. 3 Hangar at NAS Moffett Field begun.

3 February 1943 Contractor delivered K-31 to Navy at NAS Moffett Field.

QLTA (Enlisted) Class 5-43 enrolled at NAS Moffett Field.

4 February 1943 Vice Admiral John H. TOWERS, USN, Commander Air Force Pacific Fleet and Rear Admiral W. H. HARRILL, USN, Commander Fleet Air Alameda, visited Moffett Field.

10 February 1943 Vice Admiral J. W. GREENSLADE, USN, Commandant of TWELFTH Naval District, presented Commandant's pennant to civilian employees at Moffett Field for participation in Navy War Bond payroll plan.

18 February 1943 Former Army airship TC-13, which was used for patrol purposes during 1943, prior to arrival of K-ships on West Coast, was dismantled.

20 February 1943 Six student officers were graduated as Naval Aviators from LTA School on this date. This was first group of student officers to receive wings at Moffett Field in World War II training program.

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20 February 1943 Eight sentry dogs were received on the station from War Training Center, San Carlos, California, to be used by Marine Guard.

22 February 1943 Twenty aviation cadets were graduated from LTA School as Naval Aviators and commissioned ensigns in the Naval Reserve. This was first group of Aviation Cadets to earn wings at Moffett Field.

27 February 1943 QLTA Class 3-43 graduated.

1 March 1943 Assistant Secretary of the Navy for Air, Mr. Artemus Gates, Rear Admiral HARRILL, and party visited Moffett Field.

2 March 1943 QLTA (Enlisted) Class 6-43 enrolled at Moffett.

8 March 1943 Contractor delivered K-33 to Navy at Moffett Field.

8 March 1943 Bureau of Yards and Docks authorized additional construction at Moffett Field valued at \$1,191,500. Included were new bachelor officer quarters for 200 officers at cost of \$200,000; alterations and additions to telephone system for \$100,000; and engine overhaul shop for \$305,000.

30 March 1943 QLTA Class 4-43 graduated.

2 April 1943 QLTA (Enlisted) Class 7-43 enrolled at Moffett Field.

16 April 1943 Advanced Base Unit Lion Four was commissioned at NAS Moffett Field.

22 April 1943 Advanced Base Unit Cub Nine was commissioned at Moffett Field.

Contractor delivered K-35 to Navy at NAS Moffett Field.

30 April 1943 QLTA Class 5-43 graduated.

3 May 1943 QLTA (Enlisted) Class 8-43 enrolled at Moffett.

4 May 1943 Contractor delivered K-39 to Navy at Moffett Field.

8 May 1943 Contractor delivered K-43 to Navy at NAS Moffett Field.

19 May 1943 Contractor delivered K-47 to Navy at Moffett Field.

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29 May 1943	Contractor delivered K-51 to Navy at Moffett Field.
1 June 1943	QLTA Class 6-43 graduated.
2 June 1943	QLTA (Enlisted) Class 9-43 enrolled at Moffett.
12 June 1943	Contractor delivered K-55 to Navy at Moffett Field.
23 June 1943	Contractor delivered K-59 to Navy at Moffett Field.
30 June 1943	QLTA Class 7-43 graduated.
1 July 1943	Primary Training Program for Naval Aviators (Airship) begun at Moffett Field.
2 July 1943	QLTA (Enlisted) Class 1-44 enrolled at Moffett.
8 July 1943	Contractor delivered K-67 to Navy at Moffett Field.
10 July 1943	Contractor delivered L-14, first of new training ships to Navy at Moffett Field.
15 July 1943	Fleet Airship Group THREE and Fleet Airship Wing THIRTY-ONE were re-designated Fleet Airship Wing THREE and Fleet Airships, Pacific respectively at NAS Moffett.
16 July 1943	Contractor delivered K-71 to Navy at Moffett Field.
17 July 1943	Contractor delivered L-16 to Navy at Moffett Field.
29 July 1943	Contractor delivered K-75 to Navy at Moffett Field.
30 July 1943	QLTA Class 8-43 graduated.
31 July 1943	Contractor delivered L-18 to Navy at Moffett Field.
2 August 1943	Congressional Committee of ten senators and representatives toured San Francisco Bay Area aboard Squadron airship K-63. Party boarded ship at Naval Air Station Moffett Field, made intermediate stop at Naval Air Station Livermore for an inspection and disembarked at Treasure Island.

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30 September 1943 QLTA Class 1-44 graduated.

1 October 1943 QLTA (Enlisted) Class 4-44 enrolled at Moffett.

8 October 1943 Non-rigid airship G-3, first training ship of its type assembled and assigned at Moffett, was given its shake-down flight.

10 October 1943 Lieut. Comdr. T. M. WHELAN, USN, reported for duty as Executive Officer at Moffett Field, relieving Lieut. Comdr. James L. MCKENNA, USN (Ret) temporarily assigned to executive officer duty.

11 October 1943 Contractor delivered first "G" ship assembled at Moffett to Navy (G-3). Airship was placed in training service.

13 October 1943 Non-rigid airship L-11 was deflated in Hangar No. 1 unintentionally when truck was driven against port-side quarter line secured to mooring ring in deck resulting in hole approximately 1 1/2 feet square. Damage to aircraft was slight.

20 October 1943 Squadron 32 moved into Dock No. 2 at Moffett Field. Transfer of equipment and personnel from Dock No. 1 was effected without any interruption of regular operations.

20 October 1943 Contractor delivered K-95 to Navy at Moffett Field

23 October 1943 Captain T. G. W. SETTLE, USN, assumed duties as Commander Fleet Airships Pacific and Commander Fleet Airship Wing THREE at NAS Moffett Field.

23 October 1943 Contractor delivered G-4 to Navy at Moffett Field.

25 October 1943 An earthquake of moderate intensity was felt on the station at 2150 but no damage to station facilities or equipment resulted.

30 October 1943 Contractor delivered K-97 to Navy at Moffett Field.

30 October 1943 QLTA Class 2-44 graduated.

2 November 1943 QLTA (Enlisted) Class 5-44 enrolled at Moffett.

9 November 1943 Contractor delivered K-99 to Navy at Moffett Field.

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2 August 1943 Blimp Headquarters Squadron THREE was commissioned at Moffett Field with Lieut. Comdr. R. L. BARKLEY, USN Commanding Officer.

4 August 1943 Rear Admiral Henry F. BURNS, Civil Engineer Corps, USN, and members of his staff, inspected the station.

7 August 1943 Contractor delivered L-20 to Navy at Moffett Field.

10 August 1943 QLTA (Enlisted) Class 2-44 enrolled at Moffett.

14 August 1943 Contractor delivered K-79 to Navy at Moffett Field.

15 August 1943 Blimp Hedron Detachment 32 was established on this date with Lieut. W. W. BEMIS, USN, Officer-in-Charge, at NAS Moffett Field.

18 August 1943 Rear Admiral C. E. ROSENDAHL, Chief of the Naval Airship Training and Experimental Command, and members of his staff, visited the Station.

23 August 1943 Contractor delivered L-21 to Navy at Moffett Field.

27 August 1943 Contractor delivered K-83 to Navy at Moffett Field.

28 August 1943 Both No. 2 and No. 3 operational hangars (docks) completed for occupancy at Moffett Field.

31 August 1943 QLTA Class 9-43 graduated.

1 September 1943 Contractor delivered L-22 to Navy at Moffett Field.

2 September 1943 QLTA (Enlisted) Class 3-44 enrolled at Moffett.

10 September 1943 Contractor delivered L-17 (final ship of this type assembled at Moffett) to Navy.

20 September 1943 Commander Benjamin MAY II, USN, Executive Officer was detached and left for Houma, La. to take over command of Naval Air Station there. Lieut. Comdr. J. L. MC KENNA, USN (Ret), assumed the duties of temporary Executive Officer for Moffett Field.

21 September 1943 Contractor delivered K-87 to Navy at Moffett Field

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10 November 1943 Rear Admiral Charles E. ROSENDAHL, USN, Chief of the Naval Airship Training and Experimental Command, visited the station with members of his staff and departed on November 11.

18 November 1943 Training airships, L-12, Ensign J. B. LOOKER, USNR, pilot; and L-14, Lieut.(jg) James F. BISHOP, USNR, pilot; collaborated in effecting rescue of Army Air Force fighter pilot, who parachuted into marshlands of San Francisco Bay. W. R. MENZA, BM2c, USNR, was commended for his assistance in the rescue.

18 November 1943 Contractor delivered K-103 to Navy at Moffett Field.

22 November 1943 Contractor delivered G-5 to Navy at Moffett Field.

26 November 1943 Contractor completed all construction work of No. 2 Hangar.

27 November 1943 Contractor delivered K-105 to Navy at Moffett Field.

30 November 1943 QLTA Class 3-44 graduated.

2 December 1943 QLTA (Enlisted) Class 6-44 enrolled at Moffett.

8 December 1943 Contractor delivered K-107 to Navy at Moffett Field.

9 December 1943 Contractor delivered G-6 (last of series erected at Moffett Field) to Navy.

Wind velocity of 59 knots was registered on the Station but no damage of consequence resulted.

17 December 1943 Contractor delivered K-111 to Navy at Moffett Field.

20 December 1943 Heavier-than-air Unit VJ-14 began operations from NAS Moffett Field.

30 December 1943 QLTA Class 4-44 graduated.

31 December 1943 Contractor delivered K-115 to Navy at Moffett Field.

4 January 1944 Carrier Aircraft Service Unit No. 40 began operations and training at Moffett Field.

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8 January 1944	Contractor delivered K-119 to Navy at Moffett Field.
20 January 1944	Goodyear delivered patrol ship K-121 to Moffett Field, completing airship assembly and construction program carried on by manufacturer here.
29 January 1944	QLTA Class 5-44 graduated.
2 February 1944	Argus-28 began operations and training at Moffett Field.
17 February 1944	CASU-40 departed from Moffett Field.
17-18 February 1944	CASU-45 began operations and training at Moffett Field.
25 February 1944	Captain H. N. COULTER, USN, relieved Captain T. G. W. SETTLE, USN, as Commander Fleet Airships Pacific at NAS Moffett Field.
29 February 1944	QLTA Class 6-44 graduated.
14 March 1944	VJ-17 began operations and training at Moffett Field.
22 March 1944	Final training flight for student aviators (LTA) at Moffett.
23 March 1944	CASU-45 departed from Moffett Field.
25 March 1944	Final LTA primary training class of six student officers and eight aviation cadets completed instruction at NAS Moffett and were ordered to Lakehurst.
29 March 1944	Final QLTA Class (7-44) graduated.
6 April 1944	CASU-54 began operations and training at Moffett Field.
25 May 1944	CASU C&M Detachment began temporary duty at Moffett Field.
27 May 1944	Thirteen men, forming initial unit of personnel for Ames Aeronautical Laboratory Detachment, reported to Moffett Field for duty.
31 May 1944	Argus-28 departed from Moffett Field.

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8 June 1944	Ames Aeronautical Laboratory wind tunnel dedicated. Among those attending ceremonies at Moffett Field were Rear Admiral Ernest M. PACE, USN, Vice Admiral D. W. BAGLEY, USN, Commander Western Sea Frontier, and Rear Admiral C. H. WRIGHT, USN, Commandant TWELFTH Naval District.
15 June 1944	Rear Admiral C. E. ROSENDAHL, USN, Chief of the Naval Airship Training and Experimental Command, visited Moffett Field.
15 June 1944	VJ-18 commissioned at Moffett Field.
18 June 1944	Captain D. M. MACKEY, USN, Commanding Officer of NAS Moffett Field, was detached.
27 June 1944	Rear Admiral H. F. BURNS (CEC) USN, and Captain C. A. HARTUNG, (CEC) USN, inspected the station.
1 July 1944	Captain George F. WATSON, USN, took command of NAS Moffett Field.
3 July 1944	PATSU-X was stationed at Moffett Field.
3 July 1944	CASU-54 was transferred from Moffett Field.
15 July 1944	VJ-14 was transferred from Moffett Field.
3 August 1944	PV-140 was based at Moffett Field.
3 August 1944	PV Component, formerly PATSU 8-3, based at Moffett Field.
	PATSU-8-2 based at Moffett Field.
	PVOTU (Fair Wing Eight) was based at Moffett Field.
9 August 1944	VJ-1 detachment based at Moffett Field.
19 August 1944	MATTD (A) PV-1 No. 202, formerly known as MTDPV-1 No. 202 was based at Moffett Field.
1 September 1944	VJ-19 was based at Moffett Field.
12 September 1944	PVOTU was redesignated VPB-198 at Moffett Field.
19 September 1944	Fleet Air Reassignment Unit (Air Alameda) was transferred from Moffett Field.
20 September 1944	Moffett Field, Eureka, and Watsonville, were

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placed under administrative jurisdiction of Commander Naval Air Bases TWELFTH Naval District.

21 September 1944	Captain W. N. BOONE, USN, Commander Naval Air Bases, TWELFTH Naval District, inspected Moffett Field.
23 September 1944	VJ-19 departed from Moffett Field.
2 October 1944	NAMT (O) VPB-1, comprising 1 officer and 6 men, was based at Moffett Field.
3 October 1944	PATSU 8-5, comprising 5 officers and 185 men, was based at Moffett Field.
10 October 1944	CASU C & M was transferred from Moffett Field.
15 October 1944	Rear Admiral C. E. ROSENDAHL, USN, visited the Station.
18 October 1944	VPB-140 was transferred from Moffett Field.
23 October 1944	VPB-142 comprising 39 officers and 63 men, was based at Moffett Field.
23 October 1944	Anti-Submarine Warfare Training Detachment, comprising three officers and five men, was based at Moffett Field.
7 November 1944	VPB 153 with 48 officers and 79 men based at NAS Moffett Field. Commanding officer, Commander E. M. WEST, USN. PATSU 8-8 with 14 officers and 171 men based at this Station. Officer-in-Charge, Lt. W. Z. BUCHANAN, USNR.
8 November 1944	PATSU 8-9 with seven officers and 189 men based at Moffett. Officer-in-Charge, Lt. Comdr. C. W. GORTON, USNR.
17 November 1944	PV Component was transferred from this station.
20 November 1944	Naval Air Mobile Trainer (M) #11 based at the station with one officer and two men. Officer-in-Charge, Lt. (jg) V. L. SPRECHER, USNR.
25 November 1944	VPB 152 with 33 officers and 54 men based at the Station. Lt. Comdr. G. C. ATTERBERRY, USNR, commanding officer.

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1 December 1944 Designations of units on this station were changed as follows:
PATSU 8-6 to PV-ASU (D)-1
PATSU 8-8 to PV-ASU (D)-2
PATSU 8-9 to PV-ASU (D)-3

21 December 1944 Naval Air Mobile Trainer (M) #11 was transferred from the station.

22 December 1944 General Joseph M. STILLWELL, USA, made informal visit to station.

13 January 1945 Project for "Improvement to Flying Field and Facilities to support Heavier-than-Air Operations" at this station approved by Secretary of the Navy in the amount of \$1,463,200.

19 January 1945 PV-ASU(D)2 was transferred from the Station.

26 January 1945 VPB 152 was transferred from the Station.

6 February 1945 VJ-18 was transferred from the Station.

9 February 1945 Congressmen Jack Z. Anderson, Eighth California District; Frank Havenner of San Francisco District and L. M. Rivers of South Carolina, visited NAS Moffett Field.

12 February 1945 VPB 142 was transferred from NAS Moffett.

12 February 1945 Commander T. M. WHELAN, USN, Station Executive Officer, was detached to take command of U.S. Naval Air Station, Tillamook, Oregon.

18 February 1945 Rear Admiral C. E. TOSENDAHL, USN, Chief of Naval Airship Training and Experimentation visited NAS Moffett Field, departing for NAS Santa Ana on the 20th.

20 February 1945 PV-ASU(D)-3 was transferred from this Station.

24 February 1945 Commander John B. RIEKER, USNR, reported aboard for duty as Executive Officer of NAS Moffett Field.

1 March 1945 ASU (D) #1 was absorbed by PATSU 8-2, and designated as Department No. 1

VPB 144 with 40 officers and 78 men was based at this station -- Commanding Officer, Lt. Comdr. W. N. THIES, USN.

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8 March 1945

Commodore Stanley J. MICHAEL, USN, Commander Naval Air Bases, TWELFTH Naval District, inspected NAS Moffett Field.

12 March 1945

VPB-153 was transferred from this station.

21 March 1945

Rear Admiral V. H. RAGSDALE, USN, Commander Fleet Air Alameda and Rear Admiral A. E. MONTGOMERY, USN, Commander Fleet Air West Coast visited NAS Moffett Field.

31 March 1945

VPB 144 transferred from the Station.

15 April 1945

Memorial services held for late President Franklin D. Roosevelt. All Station personnel assembled on parade grounds and Captain WATSON delivered eulogy to the late Commander-in-Chief.

VPB-146 comprising 36 officers and 66 men was commissioned on Station, Lt. Comdr. V. L. SCHRAGER, USN, Commanding Officer.

21 April 1945

At Commanding Officer's Inspection, the following awards were made; Lt. C. M. CRAIG, the Navy Cross; Comdr. Willard HANGER and Chief Gunner Jack GRANT, the Bronze Star.

26 April 1945

Navy Department announced NATS VR-4 to be moved to Moffett Field.

Naval Aviation Mobile Trainer (A) PV2 #254 of one (1) officer and fourteen (14) men based on Station with Lt. (jg) W. W. STONER, Officer-in-Charge.

27 April 1945

Rear Admiral L. B. RICHARDSON, USN, Assistant Chief, Bureau of Aeronautics, visited NAS Moffett Field.

2 May 1945

ASU(D) #2 formed on Station as new unit out of PATSU 8-2. Lt. (jg) R. L. MITCHELL, USNR, Officer-in-Charge.

VPB-148 based on Station. Forty (40) officers and seventy-eight (78) men with Lt. Comdr. A. B. DUSENBERRY, USNR, Commanding Officer.

5 May 1945

VPB 150 based on Station. Thirty-six (36) officers and eight-eight (88) men, with Lt. Comdr. J. W. LENNEY, USN, Commanding Officer.

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6 May 1945 Rear Admiral H. S. SALLADA, USN, visited NAS MOFFETT FIELD.

9 May 1945 NAMTD (A) PV-1 #202 transferred from station. Relieved by NAMTC (A) PV-2 #254 with fourteen (14) men in charge of Lt. (jg) W. W. STONER, USNR.

16 May 1945 The Honorable Artemus GATES, Assistant Secretary of the Navy for Air and Rear Admiral John W. REEVES, Jr., Commander Naval Air Transport Service, visited NAS Moffett Field.

19 May 1945 NAMT (M) based on Station with two (2) men.

Personnel Inspection. Commanding Officer presented navigator wings to six (6) officers, including two (2) WAVES.

26 May 1945 Air Marshall Sir Edgar Ludlow Hewitt, British Royal Air Force, and Dr. Charles Abbott, of the British Ministry of Education, visited the station and Ames Aeronautical Laboratory.

27 May 1945 VPB-148 was transferred from the Station.

1 June 1945 Outlying field at Half Moon Bay, formerly used by Interceptor Command, United States Army Air Forces, was placed under control of Moffett Field for use as an HTA auxiliary field. Authority, Com 12 Serial 34890 of 17 May 1945.

4 June 1945 Major General F. F. WORTHINGTON, Canadian Army, Colonel J. H. HARRINGTON, and Major E. M. VONHURST, United States Army, visited the station.

11 June 1945 ZNP-M2, first non-rigid patrol airship of its type to land at Moffett Field, arrived from Santa Ana for overhaul by A&R.

14 June 1945 ComNATS announced appropriation of \$2,446,000 for conversion at Moffett Field.

16 June 1945 12ND released announcement that Naval Air Transport Service Squadron VR-4 would be transferred from Oakland to Moffett Field.

17 June 1945 Secretary of the Navy released funds for additional facilities at this station in connection with assignment of VR-4 of NATS. Authority BuAER dispatch 171120 of June 1945.

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22 June 1945

The Honorable John L. SULLIVAN, Assistant Secretary of the Navy for Air, visited the Station, accompanied by Vice Admiral A. W. FITCH, deputy Chief of Naval Operations for Air ; Rear Admiral V. H. RAGSDALE, Commander Fleet Air Alameda; Rear Admiral J. W. REEVES, Jr., Commander, Naval Air Transport Service, and Rear Admiral A. E. MONTGOMERY, Commander, Fleet Air, West Coast.

28 June 1945

Com 12 announced Public Housing Authority had authorized construction of 1000 housing units in Moffett Field area for accommodation of NATS civilian employees.

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12 July 1945 Lt. Cdr. Ralph BEECHER and Commander H. A. MUNTER of ComNATS Pac and Commander W. F. PETERSON, Commanding Officer of VR-4 visited this station.

14 July 1945 Rear Admiral E. L. GUNTHER, USN, visited the station.

20 July 1945 Captain W. H. TRUESDELL, TWELFTH Naval District Ordnance Officer visited this station and inspected the ordnance areas.

20 July 1945 VPB-150 was decommissioned. This squadron comprised thirty-eight officers and eighty enlisted men. Commanding Officer, Lt. Cdr. J. W. LENNY. Personnel transferred to VPB-198.

22 July 1945 Captain C. A. NEYMAN, USN, Director of Air Base Maintenance, Bureau of Aeronautics, Navy Department, Washington, D. C. and Commander E. E. FICKLING, Director Shore Establishments Division, Bureau of Aeronautics, Navy Department, Washington, D. C. visited the station.

23 July 1945 N.A.M.T. (O) VPB-1, departed. Commanding Officer, Lt. (jg) C. PERCY, USNR. This unit consisted of one officer, six enlisted men.

26 July 1945 Col. Walter S. GASPAR, Commanding Officer, Marine Barracks, Moffett Field, since its reoccupation by the Navy in 1942, returned to inactive duty.

29 July 1945 PATSU 8-2 consisting of fifteen officers, 435 enlisted men departed. Commanding Officer, Lt. M. H. FOLLMER, USNR.

29 July 1945 ASW(D) #2 departed. Officer in charge: Lt. (jg) R. L. MITCHELL, USNR.

30 July 1945 VPB-146, Commanding Officer, Lt. Cdr. V. L. SCHRAEGER, departed. Squadron comprised forty officers eighty-four enlisted men.

31 July 1945 First Navy Air Transport Squadron 11 personnel arrived by plane with Lt. Cdr. LIPHAN, O-in-C.

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31 July 1945 VR-4 personnel arrived. Commanding Officer, Commander W. F. PETERSON, USNR. Six officers, 214 enlisted men.

31 July 1945 VR-11 Detachment arrived. Officer-in-Charge, Lt. Commander C. L. LIPHAN, USNR. Twenty-four officers, ten enlisted men.

14 August 1945 President's announcement of the Japanese surrender heard at Moffett Field. Two following days observed as holidays by civilian employees by presidential order.

16 August 1945 Rear Admiral T. G. W. SETTLE, USN, visited the station. Moffett Field had the honor of being the first ship or station to fly Admiral Settle's flag.

29 August 1945 NAMT (A) PV2 #254 departed. Officer-in-Charge, Lt. W. W. STONER, USNR. Unit comprised one officer, 14 enlisted men.

30 August 1945 32nd Anniversary of Naval Aviation was observed at Moffett Field. Three-day program extending over 28, 29, and 30 August consisted of escorting luncheon clubs from surrounding communities on a tour of the station.

2 September 1945 Official V-J day announced.

The month of July, 1945 saw two separate movements under way at Moffett Field. First was the preparation for departure and actual departure of various Fleet Units currently based here. Their departure was occasioned by the decision to transfer Naval Air Transport Service heavy maintenance and training activities to this station. Concurrent with this Fleet Unit departure program was a corresponding movement in anticipation of and preparation for arrival of NATS personnel and equipment.

Actual departure and decommissioning of the Fleet Units did not begin until July 20, when VPB-150 was decommissioned and its personnel transferred to VPB-198. First actual Fleet Unit actually to depart was N.A.M.T. (O) VPB-1. This was a small unit consisting of its Commanding Officer, Lt. (jg) C. PERCY and six enlisted men who had been stationed here as part of the specialized training of bomber squadron personnel. Other Fleet Unit departures continued through the remainder of the month, with PATSU 8-2, Commanding Officer, Lt. M. H. FOLLOMER, USNR, with 435 enlisted men departing on 29 July and ASW(D) #2, Lt. (jg) R. L. MITCHELL, USNR, departing on the same day. VPB-146, Commanding Officer, Lt. Comdr. V. L. SCHRAEGER, with forty officers and 84 enlisted men, departed on 30 July 1945. The last of such units to depart was N.A.M.T. (A) PV-2 #245, with Lt. W. W. STONER, USNR, as officer-in-charge. This unit comprised one officer and fourteen enlisted men, and like N.A.M.T. (O) VPB-1, had been engaged in specialized training activities with the bomber squadron.

Alterations on Hangar #3, undertaken in anticipation of NATS usage of that hangar proceeded through July and August, as well as

construction work on taxiways and runways in anticipation of their heavy use by NATS R5-D transport planes. Secretary of the Navy approved the latter project as early as 12 April 1945, with construction work beginning on 11 June 1945. On 12 July 1945, prominent NATS officials visited the station to observe the work in progress relative to NATS arrival. The party included: Lt. Commander Ralph BEECHER and Commander H. A. MUNTER of ComNATSPac staff; and Commander W. F. PETERSON, Commanding Officer of VR-4.

Other prominent visitors during this two-month period included: Rear Admiral E. L. GUNTHER, USN and Captain W. H. TRUESDELL, TWELFTH Naval District Ordnance Officer who inspected the ordnance areas on 20 July 1945. On 22 July 1945, Captain C. A. NEYMAN, USN, Director of Air Base Maintenance, Bureau of Aeronautics, and Commander E. E. FICKLING, Director Shore Establishments Division, Bureau of Aeronautics, visited the station; and on 16 August 1945, the station was honored by the visit of Rear Admiral T. G. W. SETTLE, USN. Rear Admiral SETTLE had formerly served at this station as ComFairShipsPac and during his present visit Moffett Field had the honor to be the first ship or station to fly his flag.

Colonel Walter S. GASPAR, Commanding Officer Marine Barracks returned to inactive duty on 26 July 1945. He served here since the station was reoccupied by the Navy in 1942 for his second tour of duty at Moffett Field, having been stationed here during the earlier Navy occupation of this station.

On Monday, 30 July 1945, the first of the NATS organization planes arrived, bringing tools and equipment from NAS Oakland, and on Tuesday, 31 July 1945, a detachment of NATS Squadron VR-11 personnel arrived by plane, with Lt. Commander C. L. LIPHAN as Officer-in-Charge.

On 31 July 1945 a detachment of VR-4 personnel arrived to service the training planes of VR-11. Training operations were immediately undertaken by the latter squadron, with the first student flight being made on 5 August 1945. During the month of August 1945, 1086 student hours were flown by this detachment, using ten R5-Ds and three Rf-Ds. First student to check out in R5-D operation was Lt. (jg) Glenn VIRGO.

The President's announcement of the Japanese surrender was heard at Moffett Field on 14 August, and two days following were observed as holidays by all civilian employees by order of the President. Moffett Field Shore Patrol was alerted to forestall any disorder in the area it served and this station was proud to be able to report no untoward incidents during the ensuing days in this area.

On 30 August 1945, the 32nd Anniversary of Naval Aviation was appropriately observed at Moffett Field. Cessation of hostilities permitted civilian visitors to be welcomed aboard and service clubs from surrounding communities were taken on escorted tours to interesting points about the station on 29, 30, and 31 August 1945. These clubs were invited to come to the station immediately following their noontime luncheon meetings so that the tours lasted for approximately an hour, from 1330 to 1430 on each day.

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U.S. NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA

The United States Naval Air Station at Moffett Field, California was not so designated insofar as the second world war is concerned until 16 April 1942, when it was returned to Naval custody after having served as a training station for the U.S. Army Air Corps.

In 1929, after the Navy Department had authorized and made provision for the construction of two large rigid airships which subsequently were christened USS AKRON and USS MACON, preparations were made to establish a base to house the USS MACON on the western seaboard and Moffett Field was the result.

Throughout 1929 and 1930, the city of San Jose, twelve miles south of Moffett Field, Santa Clara County in which San Jose is located, and the San Francisco Bay region, through Chamber of Commerce and other public-spirited organizations, conducted a well-planned campaign to have the new air station located on its present site. The various organizations interested combined in a drive to raise funds and, after the Navy Department had given its blessing to the suggested site, a check in the amount of \$476,065.90 was presented to the original property owners on July 30, 1931. Deed to the property was delivered officially to the United States Navy in exchange for the customary \$1.00 fee at 1130 on the morning of 3 August 1931 in the Marine Room of the San Francisco Chamber of Commerce.

Construction of the station began on 5 October 1931 and original plans called for the erection of more than forty

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buildings for a total of \$4,800,000. Included was a large steel airship dock, 1133 feet long, 308 feet wide, and 194 feet in height. The building was second in size only to that of the airship dock located at Akron, Ohio.

The field itself originally comprised 1000 acres and, as initially constructed, provided two mooring circles for rigid airships, 1800 feet from each end of the dock. The mooring circles were 643 feet in radius and each comprised thirty acres. Original installations for heavier-than-air craft comprised a K-shaped runway on the east side of the hangar, 1500 feet long and 300 feet wide.

Original complement of the Station provided for twenty-nine Naval officers and 162 enlisted men, plus 10 Marine officers and 120 enlisted marines. The rigid airship USS AKRON first visited the station on May 13, 1932 approximately a year before the station was commissioned officially on 12 April 1933. The USS MACON arrived at Moffett Field on 15 October 1933.

Originally, the Station was commissioned as the U.S. Naval Air Station Sunnyvale, Mountain View, California. In view of the fact that it included the names of the two towns located nearest to the field, there was considerable confusion in later years as to the proper address of the station when it obtained its own post office, which was designated Moffett Field, California.

First entry in the Station's first log, dated 12 April 1933, read as follows:

"At 1130, the Naval Air Station, Sunnyvale, Mountain View

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California was commissioned by Rear Admiral G. W. LAWS, USN, Commandant of the TWELFTH Naval District. The program consisted of an invocation by Chaplain EDEL, USN; address by Honorable Earl Lee Kelley, Director of Public Works of California; address by Rear Admiral G. W. LAWS, Commandant TWELFTH Naval District. Rear Admiral LAWS then read orders to place the Station in commission. The order was then given to "sound off". The colors were hoisted and the band played the national anthem. Lieut. Comdr. M. J. WALKER, USN, then read the orders of Captain H. E. SHOEMAKER, USN, absent on temporary duty at Lakehurst, New Jersey, who had been ordered to command the station. The first watch was then set and the boatswain piped down." The log was signed by D. M. MACKEY, Lieut., U. S. Navy, who ultimately was to be Commanding Officer of the station early in world war II.

After more than a year of operation out of the Naval Air Station, Sunnyvale, Mountain View, the USS MACON, on 12 February 1935, went down at sea off Point Sur with the loss of two lives and no longer was there any large rigid airship available to use the facilities there.

For a short time, beginning on 29 July 1935, Airplane Squadrons VB-2, VF-6, VT-2, and VF-2, from the aircraft carrier USS SARATOGA were assigned to Moffett Field for shore base training, but as the United States Army at this time was in quest of a suitable training base in this area, arrangements were made for transfer of the field to the War Department.

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This transfer was consummated on 25 October 1935, and the Army took over.

So it was that when the United States was plunged into war by the attack on Pearl Harbor on 7 December 1941, the Navy had no lighter-than-air facilities or lighter-than-air craft on the entire West Coast.

Following Pearl Harbor, the urgency for strengthening anti-submarine activities on the West Coast and the necessity for airships to assist in this task were quite apparent and steps soon were taken to make Moffett Field facilities again available to the Navy.

Within two weeks after the Pearl Harbor attack, preparation of two TC airships, the 13 and 14 was begun at NAS Lakehurst, New Jersey, with a view to shipping them westward to operate out of Moffett Field. Meanwhile, on 29 December 1941, the Chief of Naval Operations authorized the formation of Airship Squadron THIRTY-TWO and it was arranged that this Squadron should organize and begin operations from Moffett Field.

Captain George F. WATSON, USN (Then a Lieut. Comdr.) left Lakehurst on 7 January 1942, with his destination Moffett Field, to begin duties as prospective Commanding Officer of Airship Patrol Squadron 32 and to make the necessary preliminary arrangements with the Army for hangar space, facilities, and other operational requirements.

The dismantled TC-13 and TC-14 arrived at Moffett Field on eleven railroad cars on 24 January 1942 and the skeleton group of

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six officers and thirty-six men, comprising the original Squadron 32, began erection and re-assembling of the airships in No. 1 dock.

The Squadron was commissioned officially on 31 January 1942 and the very next day, on February 1, the TC-14 was taken out for its first test flight following reassembly, having been put in flying condition in just six working days.

On February 4, the first patrol flight of World War II on the Pacific Coast was conducted out of Moffett Field with TC-14, Lieut. J. B. RIEKER, USNR, the pilot. Three days later, the TC-13 had been reassembled and took to the air on its initial test flight.

Subsequent operational activities of Airship Squadron 32 are covered in the history of that organization. The activities described in the foregoing took place prior to the re-commissioning of Moffett Field as a Naval Air Station, but the information is supplied as background to help portray the situation and conditions that preceded Moffett Field's return to the Naval Service.

Late in March, Major W. F. Gaspar, US Marine Corps, arrived at Moffett Field to organize and take command of the Marine Guard, first detachment of which arrived on the Station later in the same month. The Marines were to relieve Army personnel of guard duties when the Navy took the Station over.

Even though the Station had not yet been turned back to the Navy, operational preparations were going forward and, on 10 April 1942, operations were begun from the Navy Auxiliary Air

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Facility at Watsonville, California.

It was on 15 April 1942 that Commander Donald M. MACKEY, USN, who had been the first officer to take the station duty when Moffett Field originally was commissioned in 1933, signed receipts for all the buildings and equipment at Moffett Field and took over custody and control of the station for the Navy, from Colonel John K. NISSLEY, Air Corps, U.S. Army. Actual transfer was effected at 2000 on the night of April 15.

16 April 1942 was the date upon which Moffett Field officially was recommissioned as a Naval Air Station.

First entry in the station log for that date is as follows: "Pursuant to BuNav Order No. 25334-131, Nav-311-RB 15858, of December 30, 1941, Commander Donald M. MACKEY, USN, reported for duty as Commanding Officer.

"In accordance with Public Law No. 210-77th Congress, Chapter 359-first session (H.R. 3537), the property of the U.S. Naval Air Station, Sunnyvale, Moffett Field, California, was taken over by Commander D. M. MACKEY, USN, Commanding Officer, in the name of the Navy Department from the U.S. Army Aviation Corps. The station was then placed in commission."

Section No. 2 of Public Law No. 210 is quoted for information:

"The custody and control of the former Naval Air Station at Sunnyvale, California, now known as Moffett Field, are hereby transferred from the Secretary of War to the Secretary of the

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Navy, who is authorized to re-establish the same as a Naval Air Station, and the Secretary of War is hereby authorized to establish at such location as he may, with the approval of the President, deem best suited to the purpose, basic heavier-than-air training facilities in lieu of those at Moffett Field at a cost not to exceed \$6,500,000. Physical possession of Moffett Field shall be transferred when, in the opinion of the President, the facilities herein authorized for the War Department are sufficiently complete to permit of their use for the purposes specified, but not later than eight months after money is made available to the War Department to provide such facilities."

Actual commissioning ceremony did not take place until 1730 on April 16. At 1655 officers and crew were assembled in front of the administration building for the ceremony. At 1715, the non-rigid airship L-8 landed with Rear Admiral John W. GREENSLADE, USN, Commandant of the TWELFTH Naval District, and his staff for the commissioning ceremony. After Commander MACKEY had read his orders and ceremonies were completed, the Commandant departed for the return to Treasure Island trip in the L-8. The initial enlisted complement of the Station comprised 162 men who were on duty with Squadron 32. Airships based at the station at the time of the commissioning were the TC-13, the TC-14, the L-4, and the L-8.

Colonel J. K. NISSLEY, Air Corps, USA, was the Commanding Officer of the Army units still operating on the Station which included 78th School Squadron, 1 medical detachment, 1 signal

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detachment, 79th School Squadron, 1 quartermaster detachment, 236 aviation cadets; 373rd School Squadron, 114 officers, 1012 enlisted men; 12th Materiel Squadron, five nurses, 107 airplanes; 10th Air Base Squadron; headquarters squadron, 9th Air Base Group.

Among officers who reported for duty on the first day were, Comdr. Karl L. LANGE, USNR, Executive Officer; Comdr. Thomas J. RAHERTY, USN, Aerological Officer; Lieut. Comdr. Volney C. FINCH, USN(Ret); Lieut. Comdr. Norman M. LYON, USNR; Lieut. George A. FEARS, USNR; Lieut. Emmett C. THURMAN, USN (Temp); Comdr. Walter E. GIST, USN (Temp); ChBosn William A. BUCKLEY, USN; Lieut. Comdr. Howell C. JOHNSON, (MC), USN; Lieut Wallace E. ALLEN, (MC) USN (Temp); Lieut. Carl J. SCHEVE, CEC, USN; Lieut.(jg) Edwin W. WINETT, (SC) USN; Major Walter S. GASPAR, USMC (Ret); First Lieut. William F. FEASLEY, USMCR; Carpenter Andrew J. HINGSBERGER, USN; Bosn Charles E. ADAMS, USN; Lieut. (jg) Cuthbert B. CURRIE, USNR.

Lieut. Colonel R. K. LESTER, Air Corps., U.S. Army, relieved Colonel NISSLEY to round out the day's activities.

Just four days after the Naval Air Station had been re-commissioned as Naval Air Station, Sunnyvale, it was redesignated officially as U.S. Naval Air Station, Moffett Field, California, by authority of the Secretary of the Navy. The term "Moffett Field" actually was first applied to the Station by the Army out of respect to the late Rear Admiral William A. MOFFETT, USN, Chief of the Bureau of Aeronautics for the U.S. Navy who was lost with the USS AKRON when it went down in a storm off Barnegat Light, New

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Jersey. So far as is known, this is the only case in which an Army air station was named in honor of a Naval officer and there are no available records that establish the exact date or origin of the application of the name to the Station.

However, there is no doubt that "Moffett Field" has practically become a generic term as applied to the field, at least in the San Francisco Bay Area. Numerous postal cards, pamphlets, and other promotional material issued by various Chambers of Commerce and other activities in the area while the station was under Army control refer to the station as "Moffett Field", and it was so referred to officially by the Army.

Last of the Army training planes which had been attached to Moffett Field while it served as an Army base departed for Chico, California on 22 May 1942 and the field began operating as a full-fledged, full-time, lighter-than-air base.

With housing facilities for military units at a premium on the West Coast, Moffett Field soon was to provide a valuable service in no way connected with its lighter-than-air activities.

While the Army was operating its training school at the field, it had constructed thirty-nine two-story, frame barracks buildings in an area southwest of the No. 1 Hangar, which has always been designated as "Splinter City". Beginning in June 1942, echelons of Lion 1, Navy Advance Base Unit, and various Cub units, began arriving in drafts of from 10 to 250 men a day as these units were formed and organized for sending out

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into the Pacific to establish and maintain advance bases as the need for them arose. These units were all quartered at Splinter City with an overflow in tents and Quonset Huts and at times there were from three to four thousand of advance unit personnel on the station simultaneously, in addition to the regular personnel of the Airship Squadron and the Station complement.

A letter issued by the Chief of Naval Personnel under date of 21 August 1942 had a signal effect upon the activities of the Station. This letter established an airship training program at Moffett Field which was to be placed in operation on 1 October.

The letter of August 21 from the Chief of Naval Personnel provided that the school begin with two types of classes, one to train naval aviators and the other to train enlisted men to qualify them for duty on board airships other than that of the pilot.

The training school for the enlisted personnel was designated "Lighter-Than-Air (Enlisted) School" and was commonly referred to as the "QLTA" School, as its purpose was to qualify the recipients of its instruction for lighter-than-air duties.

With a new training program in the offing and with increased activities for the airship squadrons operating at Moffett Field projected, the entire Station organization, from the Commanding Officer down, had problems aplenty. It became apparent that the No. 1 dock would not be adequate to house all of the activities incidental to conduct of the training schools and increased squadron operations, so plans for expansion had to be drawn up

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and submitted through proper channels.

Many of the buildings on the station were in a run-down condition and required renovation. Construction of contemplated new docks would require the acquisition of additional land; mooring out circles had to be provided; the inadequate sewage system on the station had to be expanded and modernized; a new Bachelor Officers' Quarters with accommodations for two hundred was needed; gasoline storage facilities, paint and dope shop, storehouses, a hydrogen plant, and numerous other structures of lesser but essential need would have to be provided if the station was adequately to carry out the extensive program outlined for it.

Buildings at "Splinter City" had to be renovated and equipped as class rooms, while others had to be prepared for housing the aviation cadets and enlisted personnel who soon would be coming on board to begin their training.

Two hundred and twenty-five additional acres east of the original field boundaries were acquired for \$69,600.00 plus "the cost of damage to a pea crop", which the land owner had planted on some of the desired acres.

September 10, 1942, expenditure of \$10,000 was authorized by the Chief of the Bureau of Aeronautics for obtaining furniture and necessary equipment to set up the training class rooms in "Splinter City".

On September 17, a mailgram from Bureau of Yards and Docks authorized the officer in charge of contracts on the station to direct the contractors to proceed with beginning of construction work on No. 2 Dock. This No. 2 Hangar or Dock was to be of the

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fire resistant wood construction of a design similar to that employed at lighter-than-air bases at various other stations on the Pacific, Atlantic, and Gulf coasts. The selected site for the No. 2 Dock was on the east side of the field, approximately 3400 feet from and parallel to the original No. 1 steel airship dock that was erected to house the USS MACON.

The new training school had hardly got under way, when on 11 November 1942, the Director of Planning for the Navy Department advised that every fourth K-type airship would be forwarded from the manufacturer's plant (Goodyear in Akron) to Moffett Field for assembly and assignment to West Coast Squadrons.

By this time, the Assembly and Repair Department was getting under way with a program to build four L-type training airships and it had been indicated that Airship Squadron 32 would be assigned at least twelve K-type ships to carry out its activities. In addition, it was obvious that numerous training airships would be required, and an earlier suggestion that two additional hangars instead of one be provided was revived and resubmitted to the Navy Department.

Late in January 1943 (the 25th), the Bureau of Yards and Docks authorized the Officer-in-Charge of the contract to make necessary arrangements to begin construction of the second operational hangar at Moffett Field for an estimated cost of \$2,000,000.00. The No. 3 Dock (the second operational dock) was to be erected parallel to and just five hundred feet east of

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the No. 2 dock which already was under construction.

Actual construction of No. 2 dock began on August 22, 1942. Construction of No. 3 dock was begun on February 2, 1943.

Contract for the construction of both structures was awarded to E. W. Heple and J. H. Pomeroy and Company, Inc. Both structures were completed to usable condition on 28 August 1943. No. 2 dock required 372 days to construct and cost \$2,592,281.28. No. 3 dock was completed in the record time of 208 days at a cost of \$1,828,560.69.

Both docks were identical in dimensions and general construction, being 1003 feet in length, 296 1/2 feet wide, and 178 feet of clear height at the center of arches. Construction of these huge wooden docks or hangars and various other additional facilities at Moffett Field would provide information for hundreds of additional pages for this history. However, in view of the fact that all of the pertinent information on new construction at Moffett Field is available in detail in the publication "Technical Report and Project History - Contract NOy-5604 - Lighter-than-Air Base, Moffett Field, California" which is on file in the Public Works Department at Moffett Field, it is not being repeated here.

Of outstanding assistance to Captain MACKEY in expediting the many tasks that confronted the Station in its supreme effort to establish and provide adequate facilities was a small nucleus group of officers who turned in a remarkable record of coordination and accomplishment. Included were Comdr. Karl L. LANGE, USNR, who served as Captain MACKEY's Executive Officer until he was detached

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late in 1942 to take over command of the new Naval Air Station at Tillamook, Oregon ; Lieut. Comdr. Volney C. FINCH, USN (Ret), with a background that included outstanding service with Fleet Air Units at Pensacola, Florida and elsewhere, and who had served on the engineering staffs of such well-known educational institutions as the University of Alabama and Stanford University; Chief Boatswain William A. BUCKLEY, USN, who had the distinction of having served on every rigid airship operated by the U. S. Navy; Lieut. Carl J. SCHEVE, CEC, USN, who headed up the Public Works Department and did a masterful job of coordinating the numerous construction activities on the station. The diversified background and broad knowledge of this group of officers made it possible for them to supervise and direct the multitude of enterprises which had to be carried out and how well they performed their missions is attested by the results accomplished at Moffett Field.

On September 24, 1942, two additional reserve officers particularly well-adapted to take over their new assignments arrived at Moffett Field. One was Lieut. Comdr. J. A. BOETTNER, USNR, who was designated Officer-in-Charge of the training school and Operations Officer. The other was Lieut. George D. ANDERSON, USNR, who was to be Officer-in-Charge of the ground school training and assistant to Lieut. Comdr. BOETTNER for the training program.

Lieut. Comdr. BOETTNER's experience with non-rigid lighter-than-air craft dated back to 1916, shortly after he had finished his education at Washington and Jefferson College, where he had received mention as an all-American tackle, with one of that

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institution's famous football teams. Mr. BOETTNER, during World War I, was a civilian instructor in charge of training both Army and Navy lighter-than-air pilots at Wingfoot Lake, Ohio, and served as a non-rigid airship pilot in commercial and "barn-storming" operations for more than twenty years. Up to the time he came into the Naval service he was credited with more than 15,000 hours flight time in non-rigid airships, to name but one of his aeronautical accomplishments.

Lieut. ANDERSON, who had qualified as a Naval Aviator (Airship) during World War I, had for several years prior to re-entering Naval service been a prominent Massachusetts preparatory school instructor. He had returned to Naval duty at Lakehurst where he re-qualified as a Naval aviator and had been an important member of the training school organization being conducted there.

First aviation cadets destined to receive their Naval Aviator training at Moffett Field arrived on the station on October 7, and first class room instruction in the lighter-than-air schools for both enlisted men and aviation cadets began on October 11 and 12 respectively. With initial training classes under way in the ground school, preparations went forward to inaugurate flight training at the start of November 1942, although but one L-ship was available for this purpose at the start of the month.

On the last day of October 1942, first of the new non-rigid patrol airships, the K-20 arrived at Moffett Field, having been

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ferried from NAS Lakehurst, New Jersey.

An airship ferry unit had been established for the purpose of delivering new K-type airships to the West Coast, in charge of Lieut. Comdr. E. J. SULLIVAN, USN. The K-20 was delivered to Santa Ana on the morning of October 31 by Lieut. V. L. SMITH, USNR, who as a civilian pilot in 1932 had flown an L-type commercial airship from Los Angeles to Akron, Ohio. Lieut. R. E. BLY, USN, who subsequently became Commanding Officer of Airship Squadron 32, flew the K-20 from Santa Ana to Moffett Field on its delivery flight. The route from Lakehurst, New Jersey, to Moffett Field was via Charleston, South Carolina, Meridian, Mississippi, Abilene and El Paso, Texas, Phoenix, Arizona, and Santa Ana, California.

In addition to the K-20, the K-21 and K-22 were ferried from Lakehurst to the West Coast, but subsequent airships were sent to Moffett Field by freight and assembled there by the contractor for delivery to the Navy. Assembly of the airships at Moffett Field not only expedited the delivery of patrol ships to West Coast squadrons, but made it possible to give enlisted personnel training for LTA qualifications the opportunity to gain first hand knowledge by practical experience in the assembly and inflation of non-rigid airships. The month of November 1942 brought patrol airships K-21 and K-22 by ferry flight from Lakehurst; the old TC-13 was transferred by Squadron 32 to Moffett Field; Cub Unit Three was commissioned on the station; Comdr. Benjamin MAY II, USN, replaced Comdr. Karl LANGE, USNR, as Executive

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Officer, Comdr. LANGE departing for Tillamook, Oregon as prospective Commanding Officer there; construction began on Administration Building Annex; the Director of Planning for the Navy Department advised that every fourth K-ship produced by the manufacturer would be shipped to Moffett Field for assembly. It was on November 30 that erection of the first K-type patrol airship assembled at Moffett Field, K-23 was begun.

As the contractor (Goodyear Aircraft Corporation) gradually stepped up production of K-type airships these valuable patrol craft were delivered with increasing frequency to the Pacific Coast, assembled at Moffett Field, and assigned to the squadrons where they were most urgently needed.

First QLTA enlisted class completed its training and members graduated on December 19, 1942.

During January 1943, the K-23 became the first patrol type airship to operate from the auxiliary base at Watsonville and also was the first ship of this type to operate from an auxiliary base of Squadron 32. QLTA Class 4-43 enrolled at Moffett Field and Class 2-43 graduated. Lieut. Harold S. BOGAN, USN, one of the Navy's veteran LTA men who came to Moffett Field for duty from the Navy Hospital at Oakland was placed in charge of the QLTA Enlisted School. He relieved Lieut. (jg) William A. BUCKLEY, USN, who was the original Officer-in-Charge of the enlisted men's training school and subsequently was placed in the flight training department to assist Lieut. Comdr. BOETTNER. January 1943 also brought the first loss of an air-

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ship in operations at Watsonville when a storm tore the K-23 from its mooring mast, resulting in deflation and extensive damage to the airship.

On the same day, January 21st, the same storm loosened a skylight in Dock No. 1 at Moffett Field and it fell through the envelope of patrol ship K-22, cutting the envelope and catenary curtain to such an extent that deflation was necessary to effect repairs on the airship.

In February, the Administration Annex was completed and occupied; construction on No. 3 Dock was begun; the civilian employees of the station were presented the Commandant's Pennant in the Navy War Bond Payroll Drive by Vice Admiral J. W. GREENSLADE, Commandant of the TWELFTH NAVAL DISTRICT. On February 20, six student officers were graduated as naval aviators from the LTA school. This was the first group of student officers to receive their wings in the second world war training program at Moffett Field. The twenty aviation cadets who went through the same training were awarded their wings and commissioned ensigns in the Naval Reserve on February 22.

On the first of March, the Honorable Artemus GATES, Assistant Secretary of the Navy for Air, was a distinguished visitor at the Station and, later in the month, the Bureau of Yards and Docks authorized additional construction at Moffett Field in the amount of \$1,191,500. Included among the vitally needed and important items provided for in the appropriation were a new Bachelor Officers Quarters, which had been requested several months earlier,

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and provisions for an engine overhaul shop at a cost of \$305,000.

During April, advance units, Lion Four and Cub Nine, both were commissioned at Moffett Field. In May and June training airships were an increasingly familiar sight over the Santa Clara Valley, as the training program got into full swing and the contractor was delivering new K-ships on approximately a one-a-week basis. On July 1, Secretary of Navy, Frank Knox, accompanied by other officials, visited Moffett Field and the new primary training program for naval aviators was inaugurated. On the basis of the original training program which started out in October 1942, aviation cadets, officers, and aviation pilots, were given a concentrated training program that qualified them for naval aviator in four months. Under the new primary training program beginning in July the new classes were to receive three months of primary training at Moffett Field and then be transferred to the Naval Air Station at Lakehurst, New Jersey for their advanced and final training. Meanwhile, the contractor began delivery of a new L-ship which was erected at Moffett Field and made available for the training program.

During the month of August, a congressional committee of ten senators and representatives visited Moffett Field; Blimp Headquarters Squadron THREE was commissioned with Lieut. Comdr. R. L. BARKLEY, USN, Commanding Officer; Hedron Detachment 32 was commissioned with Lieut. W. W. BEMIS, USN, Officer-in-Charge; Rear Admiral C. E. ROSENDAHL, USN, Chief of the Naval Airship

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Training and Experimental Command, visited the station, and new wooden hangars, No. 2 and No. 3 respectively, were completed and placed in service.

On the tenth of September, the contractor completed delivery of L-ships at Moffett Field, L-17 being the final ship of the contract, and Comdr. Benjamin MAY, USN, the Executive Officer, was detached on September 20 to report to Houma, Louisiana as Commanding Officer of the Naval Air Station there.

October's highlights included the assembly and delivery of the non-rigid airship G-3, first training ship of its type assembled and assigned at Moffett Field; the arrival of Lieut. Comdr. T. M. WHELAN, USN, to take over duties of Executive Officer for the Station; the unintentional deflation of L-11 in No. 1 hangar when a truck was driven against one of its mooring lines; and an earthquake of moderate intensity on the 25th of October that resulted in no damage to the Station or its equipment.

In November and December the primary training program had passed its peak and was diminishing rapidly as each large class departing was succeeded by a class of smaller enrollment.

The various Lion and Cub units that based temporarily at Moffett Field had departed by the time the training program had got well under way, but the station received a new kind of fleet unit on 20 December 1943 with arrival of VJ-14 which came aboard for operations with a squadron of Martin twin-engine utility planes commonly known as the B-26 type.

Arrival of VJ-14 near the close of 1943, as the primary

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training program was drawing near to conclusion, fore-shadowed an important turn in the destiny of Moffett Field. The various advance base units that had headquartered at Moffett Field, beginning with Lion One which arrived on 25 June 1942, had all departed prior to the arrival of VJ-14. Units that had been stationed at Moffett Field in 1942 and during the first part of 1943 included, in addition to Lion ONE, Cub One, Cub Two (commissioned at the station on 24 August 1942), Cub Three (commissioned at the station on 6 November 1942); Lion Four (commissioned at the station on 16 April 1943); and Cub Nine (commissioned 22 April 1943); in addition to echelons of various other Cub units and specialty groups. Cub Nine, last of these units to leave the station, had departed on 29 June 1943.

VJ-14, comprising 236 men and 28 officers, was to stay at Moffett Field until 15 July 1944. On 1 January 1944, last of the QLTA and airship pilot training classes began their courses. On January 4, CASU-40, Carrier Aircraft Service Unit, with 408 men and 23 officers, was headquartered at the station. On January 20, the Goodyear Aircraft Corporation unit at Moffett Field delivered K-121 to the Navy, completing its airship construction program which had begun with delivery of the K-23 on 15 December 1942.

During February, Argus 28 (Mobile Radar Interceptor Training Unit) began operations and training at Moffett Field with 6 officers and 94 men. CASU-45 arrived with 190 men and 22 officers on February 17, the same date that CASU-40 departed.

March brought VJ-17 with 231 men and 29 officers; completion

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of the primary training program for student aviators (LTA) with last flight on March 29; and graduation of the final QLTA class on March 29. CASU-45 departed on March 23. During December 1943 and January 1944 the station had 13 L-type training ships and 4 G-type training ships in service. Most of these were docked in No. 3 Hangar; the Squadron occupied No. 2 Hangar and No. 1 Hangar was occupied with ships in for overhaul, repair, and other services, in addition to an increasing number of heavier-than-air craft belonging to the fleet units, which were to put an ever-increasing demand on station facilities.

As the training program dwindled to its close, training ships gradually were withdrawn from service and deflated. All of the G-ships were sent to Naval Air Station, Lakehurst, by freight; nine of the L-ships were transferred to Santa Ana; and one L-ship was retained in service at Moffett Field. One spare L-ship was in storage prior to the redistribution of ships so that the total number deflated and in storage at Moffett Field was ten in 1944.

April brought CASU-54 with 341 men and 32 officers, and a CASU C&M Detachment with 52 men and 4 officers came to Moffett Field on May 25.

May also was the month in which a new organization began forming at Moffett Field, namely the Naval Detachment of the Ames Aeronautical Laboratory. Plan for the use of a Naval Detachment in the operation of the Ames Aeronautical Laboratory of the National Advisory Committee for Aeronautics, which is located at Moffett Field, was first publicly announced on May 11, 1944 by

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Smith J. DeFrance, Engineer-in-Charge of the Laboratory.

The plan was formulated by the War and Navy Departments, and approved by the President, because of the critical shortage of research engineers and skilled aeronautical technicians. The plan provided for civilian personnel of the laboratory being supplemented by a detachment of Navy personnel qualified to do aeronautical research.

Highly skilled employees of the laboratory were inducted into the Navy under regular calls of their Selective Service Boards and assigned to the detachment. The plan provided that men assigned to the detachment might be transferred to other Naval duties whenever qualified civilian personnel became available for laboratory research work. Mr. DeFrance made the following statement in connection with the announcement of the detachment: "Specific research problems are not now carried forward as rapidly as is required to meet the military needs of the Army and Navy. This condition is due primarily to the inability of the laboratory to maintain an adequate supply of competent personnel to complete their research and development projects as needed by the Army and Navy. The plan was adopted after it was determined by the Secretaries of War and Navy that steps should be taken to insure uninterrupted operations of the laboratory's research facilities. The laboratory in time of war operates as an aeronautical and research facility of the joint Aeronautical Board of the Army and Navy and all work now being done at the laboratory is for the benefit of the armed services. The Ames Aeronautical Laboratory has been in operation since

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1941 and is an \$18,000,000 research station including a \$4,000,000 program of research facilities now under construction.

Included among the laboratory's facilities at Moffett Field are a wind tunnel with a 40 foot by 80 foot throat and a series of smaller wind tunnels, which makes the Ames Aeronautical Laboratory one of the biggest activities of its kind in the world.

Important events at Moffett Field during the month of June 1944 included the detachment of Captain D. M. MACKEY, USN, (June 18) , who had been Commanding Officer of the Station since its recommissioning as a Naval establishment; formal dedication of the world's largest wind tunnel at Ames Aeronautical Laboratory; a visit to the Station by Rear Admiral Charles E. ROSENDAHL, USN, Chief of Naval Airship Training and Experimentation; the commissioning of VJ-18 and establishment of a Fleet Air Reassignment Unit for temporary duty to assist in the processing and reassignment of numerous groups of personnel returned from overseas service.

Captain George F. WATSON, USN, read his orders as Commanding Officer of the Naval Air Station, Moffett Field, on 1 July 1944. Captain WATSON had been the first Commanding Officer of the first airship squadron (ZP-32) formed on the West Coast soon after the out-break of the second World War. He came to Moffett Field while it was still an Army holding, early in January 1942, and it had been under his direction that all of the preliminary arrangements for establishing Squadron 32 had been conducted.

CASU-54 and VJ-17 departed from Moffett Field during July

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and PATSU-X, with 174 men and 17 officers, arrived during the month, was taken up under the reassignment unit, and dissolved on 26 July.

August brought the first bomber unit to be stationed at Moffett Field and numerous other new activities. August 3rd, the Station received PV-140, with 58 men and 42 officers; PV Component, with 92 men and 6 officers; PATSU 8-2, with 260 men and 7 officers; PVOTU (FairWing Eight), with 49 men and 43 officers. PVOTU later was designated VPB-198 and so commissioned on 12 September 1944. Personnel for VJ-1 and MATTD (A) PVI-202 arrived on August 19. As more and more heavier-than-air units were assigned to the field, demand for space and facilities became correspondingly greater.

September brought the commissioning and establishment of VJ-19, as well as the commissioning of VPB-198. October brought VPB-142, in addition to other miscellaneous units which were assigned temporarily for operations and training. VJ units used a considerable portion of No. 1 Hangar for servicing their aircraft and the whole of Hangar #3 was assigned to the use of VPB units. Office, headquarters, and shop spaces had to be provided for flying units contingent or convenient to their operating areas, and by October all available lean-to space in No. 3 Hangar, a considerable portion of that in No. 1 Hangar and a building of temporary construction used by the contractor while erecting Hangars No. 2 and No. 3 had been converted to the use of fleet units. Other units were provided with office facilities

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in buildings at "Splinter City" and all enlisted personnel of the various units operating at Moffett Field were quartered in "Splinter City" barracks. One of the "Splinter City" buildings was enlarged and converted into an additional Recreation Center with Ship's Service, barber shop, and other facilities so as to assist in taking care of the greatly increased personnel on the station. Facilities of the permanent recreation building also were expanded to the utmost possible in absorbing the load.

Bachelor Officer's Quarters, both the original building and the new Annex, literally were bulging at the seams and in many instances it was necessary to quarter three junior officers in a single room. Messing facilities, for both enlisted personnel and officers, were being employed to capacity and it was apparent that Moffett Field facilities would be in increasing rather than diminishing demand as the nation concentrated ever-increasing power in the Pacific. With drafts of men coming aboard the Station and leaving practically every day, it is difficult to take a specific set of figures and declare that they represent even an average condition. However, to illustrate the diversification of Moffett Field's activities, the date of 10 November 1944 is analyzed herewith.

On this date, there were 3,102 enlisted personnel and 510 officers attached to NAS Moffett Field and the various activities stationed there. Following is a breakdown of the distribution of this personnel.

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<u>UNIT</u>	<u>OFFICERS</u>	<u>MEN</u>
Naval Air Station	85	445
Ames Aero. Lab.	59	120
Marines	6	187
ComFairShipWing3	11	0
Hedron 3	9	47
Blimpron 32	63	76
ZASU 32	16	267
VJ-1	33	236
VJ-18	46	241
VPB-142	40	57
VPB-152	0	22
VPB-153	20	78
VPB-198	91	415
PATSU 8-2	6	269
PATSU 8-6	5	170
PATSU 8-8	9	159
PATSU 8-9	1	184
PV Complement	5	92
MRITU #3	3	12
NAMTD (A)	202	114
ASWTU	6	5
NAMTD (O)	0	6
	<hr/>	<hr/>
Totals	510	3102

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During November 1944, five new units were based at Moffett Field and one departed. Net result was attainment of the high point in the history of the Station as a temporary base for Fleet Units. There was a total of 21 Units at Moffett Field during the month, including four VPB's, four PATSU's, and two VJs.

This marked the third metamorphosis or evolution of function for the Station since April 1942 when it was recommissioned in the Naval Service. Originally, the Station was used as a base for patrol blimp activities, a major overhaul base for ZNPs and as a temporary location for advance base units (Lions and Cubs) preparing to move out to the Pacific Theatre. In the second phase, beginning in September of 1942, and continuing to March 1944, the Station served as a lighter-than-air personnel training center, turning out naval airship pilots, providing primary training for aviation cadets ultimately sent East for advance training at NAS Lakehurst and training airship combat crews and maintenance personnel. As the training program was drawing to a close, various types of units began moving in to utilize the Station's facilities as recorded earlier in this history, November being the peak month.

December was a relatively quiet month, one small training unit, Naval Air Mobile Trainer (M) #11, being transferred and no new units coming aboard. A distinguished visitor during December was General Joseph W. STILLWELL, United States Army, whose plane utilized Moffett Field facilities during the visit of the General to this area.

January 1945 brought approval of the Secretary of the Navy

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for expenditure of \$1,436,200 for "Improvement to Flying Field and Facilities to Support Heavier-than-Air Operations" at Moffett Field.

The large mat surface of the field originally was laid down for employment of naval airships and was not designed for, nor was adequate to take the traffic stresses imposed by JM and PV aircraft with which Fleet Units assigned here were equipped.

Emergency measures had been taken in December when a CB detachment began putting down temporary taxiways of pre-fabricated steel matting to handle HTA traffic. The project provided for laying of 70,000 sq. yds. of surface. In charge of the detachment was Lieut. V. H. ROSEBRAUGH and Carpenter J. H. CAVIN of the Civil Engineers' Corps.

The new appropriation provided for extensive and diversified improvements, including the following; approximately 8000 lineal feet of taxiway, 75 feet wide, with 15-foot shoulders; approximately 2100 lineal feet of taxiways 75 feet wide, with 15 foot shoulders; 65,000 sq. yds. of concrete parking apron; drainage facilities; runway and taxiway lighting; extension of utilities and facilities for Hangar No. 3; remodeling of Bldg. No. 300 to provide training facilities; additional mess hall facilities for 500 men; additional BOQ facilities for 65 officers; a laundry adequate for the needs of 4000 men.

PV-ASU(D)2 was transferred from the Station on January 19, and VPB-152 departed on 26 January.

During the month of January, also, a new Fleet Air Photographic Laboratory was established in Splinter City for the

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convenience of Fleet Units, particularly Utility Squadron ONE.

During this same month, Moffett Field was designated by Bureau of Aeronautics as major overhaul base for auxiliary power plants for the entire West Coast area. Previously, Moffett Field had been overhauling auxiliary power units for LTA only.

The Bureau of Aeronautics also authorized installation of complete machine and hand tool equipment for class "C" maintenance shops in No. 3 Hangar. These shops were to be operated by the various PATSU's for routine maintenance, minor repairs and modification of HTA based at Moffett Field.

Prior to inspection of personnel in No. 1 Hangar on January 17, Lt. Col. Walter S. GASPAR, Commanding Officer, Marine Barracks, presented the Bronze Star Medal to Platoon Sergeant W. F. Brazelton, for heroic action in the Pacific.

During the month of February, three Units were transferred from the Station. They were VJ-18 on 6 February; VPB-142 on 12 February, and PV-ASU(D)3, on 20 February.

On 12 February, Commander T. M. WHELAN, USN, who had been station Executive Officer since October 1943 was detached and ordered to NAS Tillamook, Oregon, where he relieved Captain Karl LANGE, USNR, as Commanding Officer.

Commander John B. RIEKER, USNR, reported for duty as Executive Officer of NAS Moffett Field on 24 February.

On 18 February, Rear Admiral Charles E. ROSENDAHL, USN Chief of The Naval Airship Training and Experimental Command, visited the Station and departed for the return trip to Lakehurst,

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via NAS Santa Ana on 20 February.

Congressman Jack Z. ANDERSON, of the Eighth Congressional District, which includes Moffett Field, Congressman Frank HAVENNER, of the San Francisco District, and Congressman L. M. RIVERS, of South Carolina, visited the Station on 9 February while on a West Coast inspection tour of Bay Area military installations.

On 1 March, VPB-144, under the command of Lt. Comdr. W. T. THIES, USN, was based at Moffett and transferred on 31 March. Also on 1 March, ASU(D)1 was absorbed by PATSU 8-2, and designated as Dept. NO. 1. VPB-153 was transferred from the Station on 12 March.

Distinguished visitors during the month of March included Commodore Stanley J. MICHAEL, USN, new Commander of Air Bases, TWELFTH Naval District, who made his first official inspection on 8 March, and Rear Admiral V. H. RAGSDALE, USN, Commander Fleet Air Alameda, and Rear Admiral A. E. MONTGOMERY, USN, Commander Fleet Air West Coast, who visited the station on 21 March.

On March 6, Mr. P. W. Litchfield, President of Goodyear Aircraft Corporation (manufacturer of Navy Training and Patrol airships) and Chairman of the Board of the Goodyear Tire and Rubber Company, visited NAS Moffett Field as guest of the Commanding Officer, via private aircraft.

Operations and other departments of the Naval Air Station were called upon to meet emergency conditions on the night of March 14, when a NATS aircraft crashed near San Carlos, California. Moffett Field crash and rescue equipment was dispatched, and its prompt arrival contributed to the rescue of several of the survivors.

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Meanwhile, with airports at Oakland, Alameda, and San Francisco fogbound, emergency landings were made at Moffett Field by a Western Airlines transport plane, a NATS freight plane enroute from the East Coast, and a NATS passenger plane, inbound from Honolulu.

April, twice before a month of significance for Moffett Field (original commissioning 12 April 1933; recommissioning, 15 April 1942), brought word of important impending developments.

It was on April 12, the twelfth anniversary of the Station's initial commissioning, that Capt. G. F. WATSON, USN, Commanding Officer, outlined the possibility of Naval Air Transport Service Squadron VR-4 being transferred to Moffett Field. Captain WATSON presented developments on the project to date in a meeting of officers in charge of departments at their regular weekly meeting.

While the plans outlined were strictly in the formative stage, it was indicated that in the event of ultimate approval by the Navy Department, VR-4, the NATS Maintenance Squadron would take over No. 3 hangar for the purpose of overhauling and servicing its R5D aircraft. In order to accomodate the new activity, it was indicated that most of the HTA fleet units currently based at Moffett Field would be transferred elsewhere and a considerable amount of expansion and alteration of existing facilities would be required.

At the height of the conference, all present were stunned by a message received and read by Captain WATSON, announcing the sudden death of President Franklin Delano Roosevelt. The meeting

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was adjourned shortly thereafter.

On Sunday, April 15, Station personnel were assembled on the parade grounds in front of the Administration Building for memorial services to the late Commander-in-Chief of the Army and Navy.

First week in April, various projects of the Station expansion program, authorized earlier in the year, were under way with Peter Keiwit & Sons Company and Haas Construction Company as joint contractors. Projects included a chapel, laundry, BOQ addition, completion of No. 3 Hangar, remodeling and enlarging of ground training building (#300), and a new galley for Splinter City Mess Halls. (Work on Hangar #3 later was suspended so that alterations required by NATS could be incorporated).

VPB-146 was commissioned on the Station on April 15, with Lt. Comdr. V. L. SCHRAGER, USN, as Commanding Officer. Initially, the new unit had 36 officers and 66 men. Naval Aviation Mobile Trainer (A) PV2 #254, comprising 14 men with Lt. (jg) W. W. STONER, USNR, as Officer-in-Charge, was based on the Station April 26.

The Navy Cross and two Bronze Stars were presented to Station personnel by Capt. G. F. WATSON, USN, at personnel inspection on April 21. Lt. C. M. CRAIG, USNR, was awarded a gold star in lieu of his second Navy Cross in connection with an exploit in which he shot down five enemy aircraft on a single flight in the Pacific.

Commander Willard HANGER, USN, received the Bronze Star from Commander-in-Chief, Atlantic Fleet, for his part in

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establishing LTA bases in the South Atlantic.

Gunner Jack GRANT, USN, was awarded the Bronze Star for heroic service in connection with action against the enemy aboard a United States aircraft carrier in the Philippine waters.

On April 26, at Washington, D.C., the Navy Department announced that the contemplated move of NATS Squadron VR-4 to Moffett Field had been approved.

There was considerable activity among fleet units during May. ASU (D) #2 was formed out of PATSU 8-2 on May 2 with Lt. (jg) R. L. MITCHELL, USNR, officer-in-charge. VPB-148 came to the station on the same date with 40 officers and 78 men under the command of Lt. Comdr. A. B. DUSENBERRY, USNR. VPB-150 came aboard with 36 officers and 88 men under the command of Lt. Comdr. J. W. LENNY, USN, on May 5. Naval Aviation Mobile Trainer (M) was based on the station with two enlisted instructors on May 19.

Units departing during the month were Naval Aviation Training Detachment (A) PV-1, #202, on May 9 (relieved by NAMTD (A) PV-2. #254 with 14 men under Lt. (jg) W. W. STONER, USNR; Anti-Submarine Warfare Training Unit, and VPB-148.

Heading the list of distinguished visitors during the month of May was the Honorable Artemus Gates, then Assistant Secretary of the Navy for Air and Rear Admiral John W. REEVES, Jr., USN, Commander, Naval Air Transport Service, who made an inspection of station facilities on May 16 in connection with the impending move of VR-4 to Moffett Field.

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On May 26, Air Marshall Sir Edgar Ludlow Hewitt, of the British Royal Air Force and Dr. Charles Abbott, of the British Ministry of Education, were taken on a tour of the Station and Ames Aeronautical Laboratory. The prominent Englishmen were on an inspection tour of aviation facilities around the world and interested particularly in adaption of existing facilities to commercial airways, in the post war period.

Prior to personnel inspection on May 19, Captain WATSON presented the Naval Aviation Observer (Navigation) Wings to six officers, including two members of the Women's Reserve. Officers receiving the Wings were: Lt. James M. BATES, USNR; Lt. Robert C. ALEXANDER, USNR; Lt. Lloyd W. MORGAN, USNR; Lt. Donald F. SHIFFLETTE, USNR; Lt. (jg) Arlene A. ALT, USNR; and Lt. (jg) Martha R. BARNES, USNR.

An addition to Moffett Field's outlying facilities was made on June 1 when Com12 placed Half Moon Bay field under Moffett control. Originally laid down as a facility of the Interceptor Command of the United States Army Air Force, the field was to be used under Moffett Field administration primarily as an HTA auxiliary for VJ-1, the utility squadron based at Moffett.

Important developments in connection with the VR-4's prospective move to Moffett Field also came during June. On June 14 ComNATS announced that the Navy Department had approved an appropriation of \$2,446,000 for conversion and improvements essential to the requirements of the NATS Maintenance Squadron. Included among the projects, provided for, were three B-1-B

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barracks, estimated construction cost \$220,000; one 750-man-one-seating capacity mess hall, \$200,000; one 1000-seat civilian cafeteria, \$250,000; alteration to Hangar No. 3 (bldg. #47), \$300,000; 100,000 square yards of concrete apron and taxiways, \$500,000; 60,000 square feet of warehouses, \$225,000, plus numerous smaller projects.

On June 16, public announcement that Naval Air Transport Service Squadron VR-4 would be transferred from Oakland to Moffett Field, was released by TWELFTH Naval District headquarters.

It was announced publicly on June 17 that the Secretary of the Navy had released funds for the additional facilities in connection with the NATS move.

All Station officers and representatives of VJ-1 and airship activities were assembled in the station auditorium on June 21. Captain WATSON addressed the group and brought all present, up to date on the developments in connection with VR-4's move to Moffett. He outlined the effects that might be anticipated. Fleet units (HTA), excepting VJ-1 would be moved out prior to August 1. The first increment of NATS personnel was planning to move in on August 1, and both civilian and naval personnel would be increased steadily for a period of several months while the heavy maintenance schedule for R-5-D aircraft got under way.

LTA would be unaffected insofar as operations and A&R activities were concerned, but Hangar 3 would no longer be available for airship storage or housing.

Two additional events of interest concerning NATS took

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place during June. On the 22nd, the Honorable John L. SULLIVAN, newly appointed Assistant Secretary of the Navy for Air, visited the station in the course of a tour to various activities under his cognizance.

In the same party were Vice Admiral A. W. FITCH, USN, Deputy Chief of Naval Operations for Air; Rear Admiral V. H. RAGSDALE, USN, Commander Fleet Air Alameda; Rear Admiral J. W. REEVES, Jr., USN, Commander Naval Air Transport Service and Rear Admiral A. E. MONTGOMERY, USN, Commander Fleet Air, West Coast.

On June 28, it was announced by Coml2 that the Public Housing Authority had made provision for the construction of 1000 housing units in the Moffett Field area for accommodations of NATS civilian employees. Search for suitable sites was to be made at once by the Federal agency and it was anticipated that initial construction might begin within as short an interval as 30 days.

Moffett Field received the first M-type patrol blimp to visit this vicinity, on June 11, when the ZNP-M-2 flew in from Santa Ana for overhaul by A&R Department. Earlier, the M-2 and two of its sister ships had completed transcontinental flights from the East Coast to NAS Santa Ana.

An addition distinguished visitor during June was Major General F. F. WORTHINGTON, of the Royal Canadian Army, who was accompanied here on June 4 by Colonel J. H. HARRINGTON and Major E. M. VONHURST, United States Army.